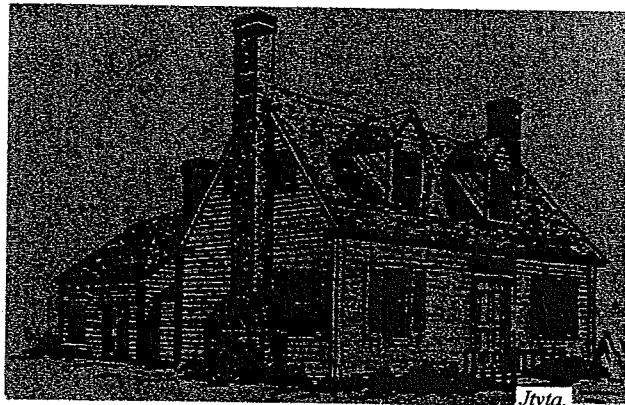


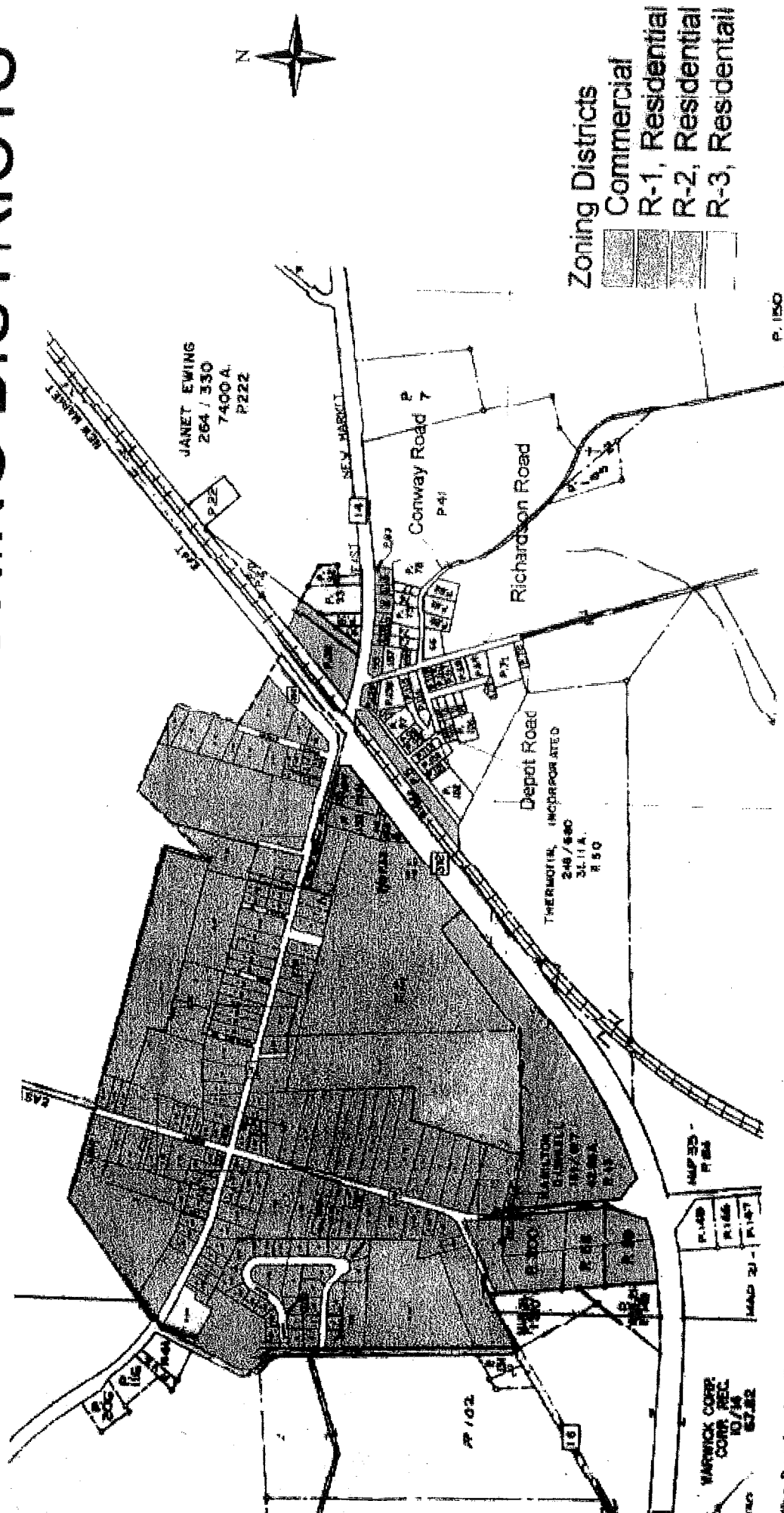
2004

Comprehensive  
Development Plan  
for  
East New Market,  
Maryland

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# EAST NEW MARKET ZONING DISTRICTS



the Dorchester County Planning and Zoning Office

## **INTRODUCTION TO THE PLAN**

***What Is The Comprehensive Plan?*** The East New Market Comprehensive Plan is a guide composed of text and maps. It is used for making decisions about the future of our Town with respect to physical growth, resource protection, and land use. The Comprehensive Plan guides both public and private sector development by establishing goals, objectives, and policies for a wide range of planning issues such as housing, transportation, community facilities, and the environment. The Plan also makes specific recommendations for future land uses in the Town.

The Comprehensive Plan serves as the basis for all the zoning, subdivision, and other local regulations needed to implement the Plan. Our regulations must be consistent with our Comprehensive Plan, that is, they must advance and support the Plan's policies and recommendations.

The Comprehensive Plan is used by our Planning Commission to make zoning recommendations to the Mayor and Council, and to decide applications for land subdivision. The Board of Appeals uses our Plan in deciding requests for special exceptions and variances. Town officials also use the Plan to program for capital improvements such as streets and parks. The private sector, including property owners, developers, businesses, and industries, use the Plan to gauge whether and how their activities and plans can be accommodated by the Town.

Our Plan is intended to be a flexible tool that is subject to revision when warranted by changed conditions, policy direction, and desires. In fact, by law we must review and, if needed, update the Comprehensive Plan once every six years.

Finally, our Plan's content and the process used to adopt a new Plan is guided by Article 66B (Planning & Zoning) of the Annotated Code of Maryland. As we update our Plan, there are recent amendments to Article 66B on which we must focus to ensure that our Plan will successfully carry the Town into the 21st century. Recent changes to Maryland planning law are the result of the Economic Growth, Resource Protection, and Planning Act of 1992.

***How Is Our Plan Affected By the 1992 Planning Act?*** The Economic Growth, Resource Protection, and Planning Act of 1992 requires that our new Comprehensive Plan (and its implementation tools) be adopted by July 1, 1997. The 1992 Planning Act also requires that our Plan include and implement the following:

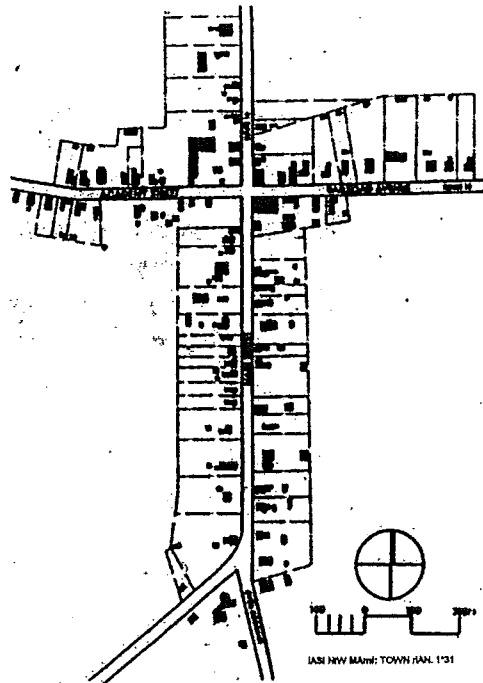
- Seven Visions for Growth and Resource Protection. The 1992 Planning Act states that "... the [planning] commission shall implement the following visions through the plan... (1) development is concentrated in suitable areas; (2) sensitive areas are protected; (3) in rural areas, growth is directed to existing population centers and resource areas are protected;

## *Town of East New Market Comprehensive Plan*

(4) stewardship of the Chesapeake Bay and the land is a universal ethic; (5) conservation of resources, including a reduction in resource consumption, is practiced; (6) to achieve [items] (1) through (5), economic growth is encouraged and regulatory mechanisms are streamlined; and (7) funding mechanisms are addressed to achieve these visions." (Section 3.06(b), Article 66B, Annotated Code of Maryland).

- Prepare A Sensitive Areas Element for the Comprehensive Plan.
- Encourage regulatory streamlining^ innovation, and flexibility in the Plan.
- Comply with the two "consistency" requirements: 1) implementation regulations must be consistent with the Comprehensive Plan; 2) State and federal funds may be used only for projects that are consistent with the Plan (exceptions can be made in extraordinary circumstances).
- Discourage sprawl and other inefficient development,
- Use the land so as to minimize impacts on water quality;
- Provide housing opportunity for all income levels,
- Streamline for planned economic growth,
- Prepare a community business revitalization strategy,
- Integrate land use and transportation planning, and
- Adopt goal measurements and benchmarks to monitor strengths and weaknesses of Plan implementation.

Illustration 1: East New Market Town Plan, 1921



### ***What Are Today's Major Planning Issues?***

As we update our Comprehensive Plan, we must recognize and respond to certain contemporary planning issues in order to produce a Plan that will wisely manage growth and protect our resources. These issues include the following:

- Foster better interjurisdictional relationships,
- Create and preserve desired community character,

**CHAPTER I:**

**PLANNING BACKGROUND**

**LOCATION.** The Town of East New Market is located in the northeastern section of Dorchester County. East New Market is predominantly a bedroom community with its historical significance and atmosphere. It is a secluded community with beautiful architecture. Its range of architectural styles, taken as a whole, has state and national significance, resulting in the entire town being listed as a historic district of the National Register of Historic Places.

The Town is located approximately eight miles east of Cambridge, the county seat, one mile east of Secretary, and four miles south of Hurluck. The Town is split by two major roads, Maryland Route (MD Rt.) 14 and (MD Rt.) 16 and is bounded on the south by (MD. Rt.) 392. The Town encompasses about 144 acres and contains 71 residential structures with a population of 153 (as of 1990 Census). The Town's configuration is nearly a rectangle. See Town Layout Map 1 on page 4.

From East New Market trips are easily made to Cambridge, Easton, Salisbury or Seaford, Delaware. Employment and retail commercial centers are nearby and traversed to by mostly secondary roads. A southeastern trip to Salisbury is about 28 miles and can be made in 30 minutes. A trip to Easton (north and north-westerly) is 19 miles, made in about 25 minutes; and a trip to Seaford, Delaware (eastward) is of similar distance and time. Some of the residents work in Baltimore and Washington, with a travel time of about an hour and 40

minutes at peak hour.

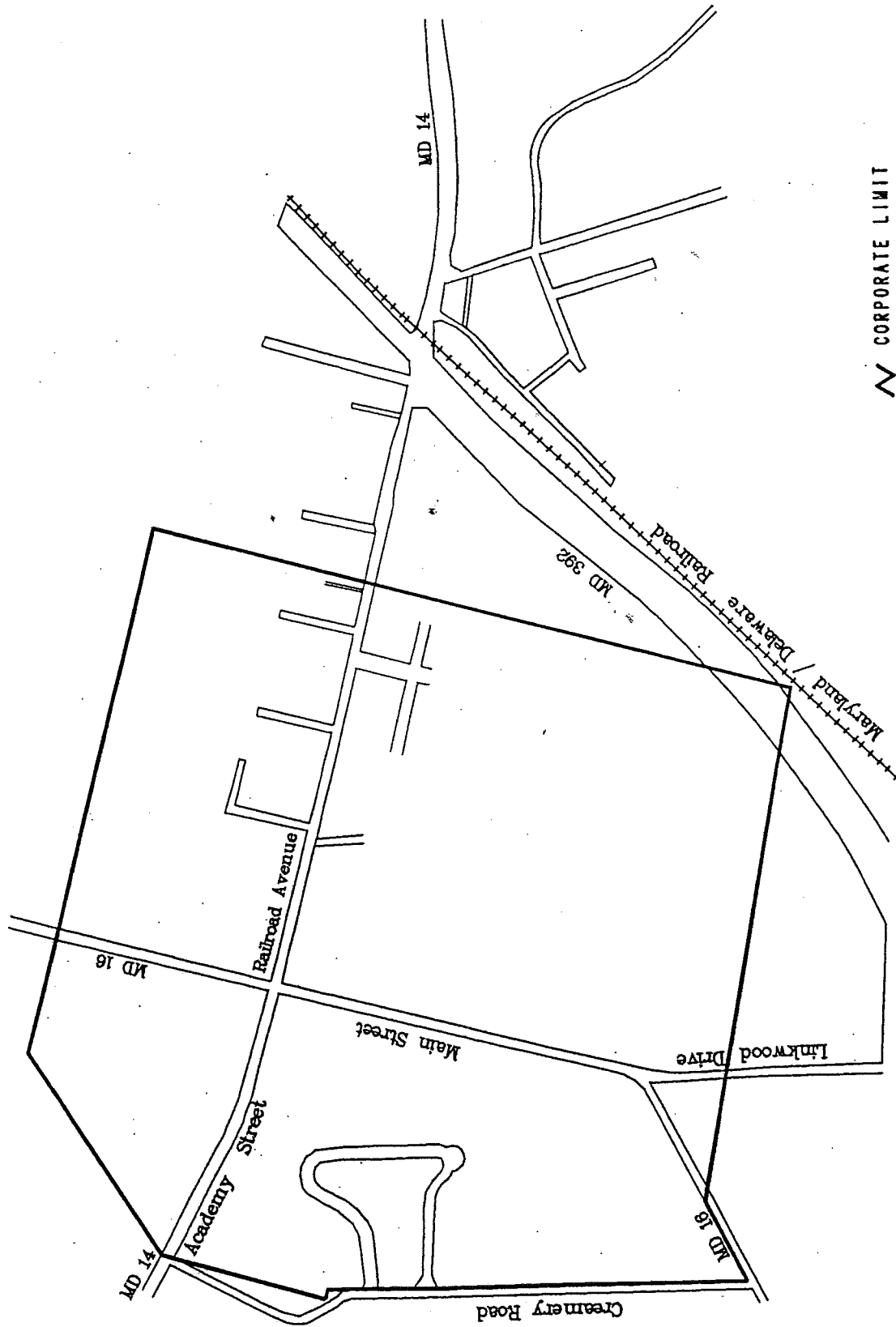
**HISTORICAL CONTEXT**

East New Market is a town rich in colonial heritage and tradition. It is the character of the Town which both inhabitants and tourists alike find so appealing and which merits special attention for the future. The Town is located in an area that was used by the Woodland Indians who lived along the Choptank River. It was settled during the second half of the Seventeenth Century. The region was first mentioned in a grant to Henry Sewell dated 1649 in London, England.

Early maps prepared by cartographer Augustine Hermann denote a small village and fort built in the late 17th century. The initial community that grew into East New Market was first settled in 1660. Following the Revolutionary War, it became a bustling center with many commercial enterprises. It was first known as "Crossroads." It was linked by a road to a small Indian village to the west on the water, now known as Secretary and to Cabin Creek to the north and to Cambridge by a road to the south. East New Market represents a village frozen in time. Considered a notable testament to 18th and 19th century settlements in Maryland, its architecture and social life (trading center of North Dorchester County) are characteristic of an urban form rapidly disappearing from our landscape.

In 1975, the Town was designated a National Historic District and is recognized in the National Register of Historic Places. Today, this historic district contains almost all of the early residences established by its original

# TOWN OF EAST NEW MARKET: DORCHESTER COUNTY



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~ CORPORATE LIMIT

Scale: 1 inch = 600 feet

founders. Over 68 percent of the homes are listed as historic by the Maryland Historic Trust. Residents are justifiably proud of their architectural heritage. Georgian and vernacular brick facades, the elegant Queen Anne masses, the Flemish and Federal styles lend their spatial relationships to emulate traditional styles. Also, the materials assist to illustrate the village's historic urban fabric. The well-tended front yards demonstrate community pride existing today. Reflecting their social heritage, local inhabitants constitute a well-knit community; this is a place where little escapes the eye, and where most residents know one another.

Development within East New Market is characterized by distinct private 1/4 to 2 acre lots. They are punctuated by well defined tree-lined sidewalks, hedgerows, and varied setbacks. The unique historical legacy of some structures are underscored by individual markers inscribed with dates and information, visible from the streets.

#### **POPULATION, PAST AND PRESENT.**

The Town's population has remained relatively stable over the past 50 years until the last decade. After a modest increase during the World War II era, the Town's population has fluctuated slightly, with a total of in 1980 Census count of 230 persons. By 1990 Census East New Market had lost about 33% of its population, down to 153. The loss is due to natural causes, changes in farm employment and manufacturing, and better paying jobs out of the region. Census counts for the last 60 years are shown in Table 1.

**TABLE 1.** East New Market Population  
1930-1990

1930	1940	1950	1960	1970	1980	1990
222	267	264	225	251	230	153

Source: Maryland Office of Planning

Construction in the Town during the 70's, 80's and early 90's was virtually nonexistent due to a sewer moratorium placed on the Town by the State Department of Health and Mental Hygiene. The Town made corrections to the system (see Community Facilities Element) and the State-imposed moratorium was lifted in the fall of 1981. However, the Town voted to extend the moratorium through the summer of 1982. When the moratorium was lifted, the Town's new sewage capacity allowed for new construction and, therefore, population growth. Development in Town did not occur due to housing trends for large lots, which are not available within the Town limits. A desire for the "country life style" has led prospective home owners to locate outside of East New Market.

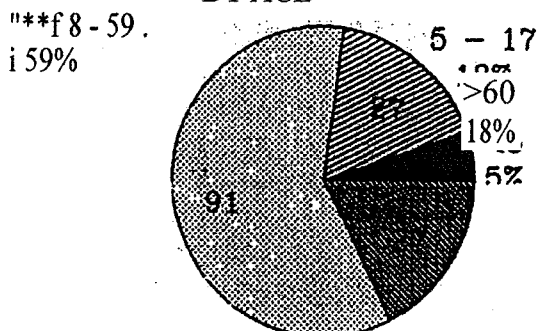
Table 2 reflects population shifts in East New Market, the East New Market Election District and Dorchester County.

**TABLE 2. POPULATION GROWTH TRENDS  
TOWN - ELECTION DISTRICT, AND COUNTY**

YEAR	EAST NEW MARKET POPULATION	Pct. Change decade	ELECTION DISTRICT POPULATION	Pct. Change decade	DORCHESTER COUNTY POPULATION	Pct. Change decade
1960	225	-14%	1,763	-2.6%	29,666	-1.7%
1970	251	10%	1,753	-0.6%	29,405	-0.8%
1980	230	-8%	1,983	11.6%	30,623	4.0%
1990	153	-33%	2,023	2.0%	30,236	-1.3%

Source: Maryland Office of Planning, 1995 The chart below describes the population composition by age of East New Market as currently 51 percent female (79 people) and 49 percent male (74). The percent of population under 18 is 22.9 percent (35) and 60 years and over is 13.7 percent (27). There are 42 family households of which 30 are married couples, four are single male households and eight are single female households. All inhabitants are living in households in East New Market and have an average of 2.59 persons per household.

**TABLE 3  
POPULATION COMPOSITION  
BY AGE**



**LAND USE.** The land uses of East New Market reflect the flavor and tradition of a small Eastern Shore town. Through careful analysis and proper planning, current land use patterns help to define appropriate components of the Town's future land use pattern. Currently, there are four distinct land uses existing within the corporate limits of the Town: (1) Residential, (2) Commercial, (3) Public, and (4) Agricultural. The amount of land area by land use category is presented in Table 4 and illustrated on Map 2.

**1) Residential** - Residential uses constitute 46 acres or 32 percent of the total land uses in the Town's limits. Most homes are found lining the three major roads in the Town: Academy Street, Railroad Avenue, and Main Street. Generally speaking, lot sizes are larger at the perimeter of Town and smaller at the Town's core. A few of the larger homes located in or near the Town's center have been converted into apartments. Also located in the Town's center are some small businesses containing a dwelling unit for the owner.



**TABLE 4 2004 LAND USE, TOWN OF  
EAST NEW MARKET**

<u>LAND USE TYPE</u>	<u>ACREAGE</u>	<u>PERCENT of ALL LAND</u>
Residential	45.97	31.9
Commercial	3.73	2.6
Public	5.99	4.2
Agriculture	73.86	51.3
Industrial	0.00	0.0
Vacant (Res.)	14.35	10.0
TOTALS	143.90	100.0%

Source: Maryland Department of Assessments and Taxation, 1995

**2) Commercial** - There are 3.73 acres of land (2.6%) in the Town's center used for commercial purposes. The commercial enterprises are general neighborhood businesses which sell convenience goods or provide specialized services. Specialty stores are those usually geared to a trade which people use occasionally such as restaurants, grocery store, florists, and beauty shops. Parking for the commercial establishments in Town is limited and has been a major problem for several years. The only public parking lot convenient to commercial activities is located next to the town's marketplace. On-street parking is prohibited on the two State highways which traverse the center of Town, although patrons often park there illegally. Vacant parcels may offer opportunities for off-street parking.

**3) Public** - There are 6 acres of land (4.2%) in the Town limits used for quasi-public or public uses. Quasi public uses include churches, lodges, and firehouse. Public uses are those supported by tax dollars or that are tax exempt. In East New Market, these include a school, Town hall, parking lot, Trading Post, Fanners Bank and post office. (These uses are described in Chapter n.)

**4) Agriculture.** Agriculture represents the largest land use within the corporate limits of the Town. A full 74 acres (51.3%) in the Town are used for agricultural purposes. This land is subject to residential development. For example, the Chamberlin tract (23 acres), east of Friendship Hall, is under development for several single family homes. East New Market's undeveloped acreage is large enough to support significant population increases in the

# TOWN OF EAST NEW MARKET: DORCHESTER COUNTY

## 1997 EXISTING LAND USE



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future, should additional subdivisions occur similar to the Chamberlin tract. Also, the Town is surrounded by active and inactive agricultural lands; most have direct access to roads. Land under agricultural cultivation lying north of Town includes over 16 acres under sod farm production.

5) **Vacant (residential parcels).** Vacant residential land represents only a small percentage of the total acreage found in the Town (10%); with access to proper water and sewage facilities. All the lots are suitable for development. Currently, there are 19 vacant lots platted within the corporate limits, six of which are located on Sugar Drive. The development of these vacant lots should reflect the historical nature of the Town and be compatible with existing residential uses.

## TRANSPORTATION

The existing transportation systems and related amenities serve the Town of East New Market very well. All major roads are Maryland State highways and all other roads are maintained by Dorchester County.

1) **Existing Highways.** East New Market is served by three State highways. Maryland Route 14 traverses the Town from west to east, Maryland Route 16 traverses from south to north, and Maryland Route 392 is an east-west bypass of Town and heads to the Town of Hurlock. Each road has certain characteristics (shown on Table 5) which determine the efficiency of service and public safety. All of the

roads in and around East New Market are considered adequate for their current use according to the State Highway Administration. But there are structural deficiencies on MD 16 (Main St.) and MD 14 (Academy and Railroad Avenues) within the Town limits. Town residents are complaining of a higher than average amount of heavy trucks using both routes daily. These trucks are claimed to have compromised the structural integrity of the roadway and the pipes which carry the water and sewer service under the roadway. For many years, ever since the Beulah landfill opened, heavy trash trucks have been using Route 16 through Town as a direct route. Additionally, a trucking company in the Town of Secretary uses MD 14 through East New Market for access, since there is a weight restriction on the Warwick River bridge in Secretary. Residents are upset over the lack of alternatives for these heavy trucks to avoid the historic town. Residents have said that historic tourism and biking are somewhat curtailed by these heavy trucks speeding through Town. They also claim that most of these trucks may be exceeding the weight limit. Several solutions have been suggested, but no action has been taken. The Town is promoting the development of another road be constructed to divert all heavy trucks from using either MD Route 16 or MD Route 14. A bypass is needed to provide this relief to the historic community. It would also provide safety to children and reduce through traffic to a trickle.

**2) Functional Classifications.** The classification of highways by function assists in directing programs for funding, planning, design, and construction. Classifications are determined by number of lanes, lane widths, shoulder widths, right-of-way, average annual daily traffic volumes (AADT), average traffic volumes (ADT), access controls, percent of trucks, level of service, and accident rates. (See Table 5, which classifies the area's State highways.)

Maryland Route 392 (a minor arterial) is the highest classified road in East New Market.

It is designed to handle more traffic and has a higher operating speed than other near-by roads. Maryland Routes 14 & 16 are classified lower than MD 392 and operate as urban streets. They also handle less traffic. Vehicles using MD 16 from US 50 north to MD 392 and continuing through on MD 392, can drive faster than vehicles passing through East New Market. Speeds in East New Market have lower posted limits because of a higher number of driveways and entrances. Also, sight distances are reduced within the Town limits, again reducing safe speeds. See Map 3 on page 12.

**TABLE 5. EAST NEW MARKET  
HIGHWAYS**

Highway Data Category	MD14- W. of 16	MD14-E. of 16	MD16-50 to 392	MD16- North of 392	MD392
Functional Classification	Minor Collector	Major Collector	Major Collector	Major Collector	Minor Arterial
Number of Lanes	2	2	2	2	2
Lane Widths	10-12'	10 - 12'	10 - 12'	10 - 12'	12'
Shoulder Widths	0-8'	0-8'	8'	0-3'	10'
Right-of-Way Widths	50' avg.	50' avg.	100' avg.	50' avg.-30' N. of Town	100' avg.
AADT	1,140	1,200	6,650	1,450 & 1,575	5,050 & 5,250
Projected ADT 2015	1,790	1,800	11,700	2,500 & 2,600	8,000
Access Controls	none	none	none	none	none
Percent of Trucks	9%	9%	10%	10%	10%

Source: MEXDT-State Highway Administration, June, 1995

No controls of access exist on the East New Market area State Highways. Opening access is allowed by permit through the State Highway Administration. Every time a new access point is granted, the efficiency of the roadway is lowered. Truck traffic has been surveyed by the State Highway Administration over the last several years and comprises about 9 to 10 percent of all traffic. Therefore, the existing traffic volume of 1,140 on MD 14 would be an average annual daily traffic (AADT) volume of 1,037 cars and 103 trucks. There is a perception that truck traffic is much higher. No actual studies have been performed to document the higher truck traffic volumes, just public observations. Ever since the Beulah landfill opened more and more trucks are passing homes in East New Market. The trucks seem to be noticed most when they stop at the traffic signal, then start up again. Heavily loaded trucks shake the homes. This is disruptive to residential use and is contributing to the destruction of historic structures. Most of the residents would like to divert this truck traffic around the historic district.

**3) Road Networks.** As in most small towns, the primary transportation system in East New Market is the road network. Three major roads serve the Town and provide residents with easy access to other communities in the North Dorchester area as well as Caroline County and the State of Delaware. Maryland Routes 14 and 16 split the Town and serve as its primary streets. Rt. 392 lies to the south of the Town and leads directly into the Town of Hurlock. All of the aforementioned highways are maintained by the State of Maryland. The majority of work and social trips generated in

the Town traverse these three highways. There are also three streets serving the Town. Local streets provide access for individual homes, stores, businesses, and public places. They enable vehicles to move within the Town and to reach collector roads. Linkwood Drive (CO 195) is a minor collector which connects the Town to MD 392 and southward to US 50. Creamery Road (CO 243) connects Rt. 16 to Rt. 14 and acts as the western boundary of the Town limits. The only other road constructed and currently in use is Sugar Drive (CO 281). There are three other roads platted (Cleveland, Lecki & Bramble Streets) in the Town limits. They are paper streets (not built) they have no identifying numbers. See table 6. **TABLE 6 -**

**ROAD INVENTORY**

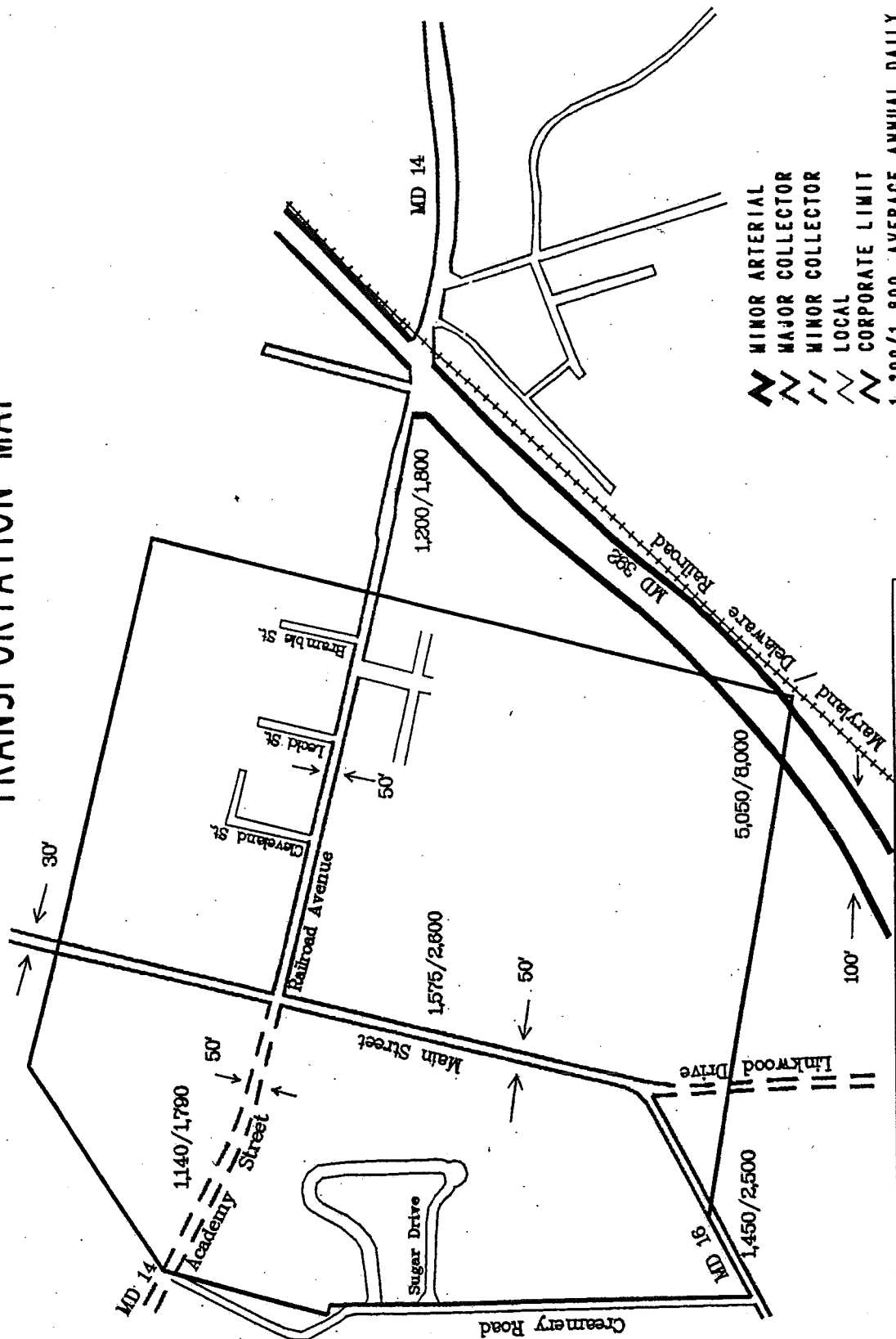
ROAD #	ROAD NAME — ROAD LIMITS	MILEAGE
MD14	Academy St/Railroad Ave.	
	Western To Eastern Town limits	0.53
MD 16	Main Street	
	Southern to Northern Town limits	0.46
MD 392 E.	New Market / Hurlock Rd	
	In & Out Town limits	0.06
CO 195	Linkwood Drive/Rd	
	Southern Town limits to MD 16	0.05
CO 281	Sugar Dr	
	Creamery Rd to Creamery Rd	0.29
CO???	Cleveland St	
	Railroad Ave to end road	0.05
CO???	Lecki St	
	Railroad Ave to end road	0.05
CO???	Bramble St	
	Railroad Ave to end road	0.05
Totals =		1.54

(Outside Western Town limits)

CO 243 Creamery Rd. MD16 to MD14 0.44

Creamery Road, Sugar Drive and Linkwood Drive are owned and maintained by Dorchester County. The Town pays for their maintenance through its share of gasoline tax revenues. Ownership is not claimed by any jurisdiction for Cleveland, Lecki & Bramble Streets. Each one of these local streets are used as a driveway by adjacent property owners.

# TOWN OF EAST NEW MARKET: DORCHESTER COUNTY TRANSPORTATION MAP



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- MINOR ARTERIAL
- MAJOR COLLECTOR
- MINOR COLLECTOR
- LOCAL
- CORPORATE LIMIT

1,200/1,800 AVERAGE ANNUAL DAILY TRAFFIC  
1994/2015

50' AVERAGE RIGHT-OF-WAY WIDTH

Scale: 1 inch = 600 feet

**4) Vehicle Accident Rates.** Table 5 shows recent accident rates. They were compiled from five year accident data from 1989 to 1993. They show the total accident rate and injury accident rate per 100 million vehicle miles of travel. The statewide rates give the average accident rate for similar State maintained highways or composite sections. Neither Rt. 16 nor Rt. 14 have rates that are

significantly higher than the statewide average. This means the roads are relatively safe. However, Rt. 392 has an accident rate that is about 25% higher than the State average. This should be considered in developing policy for the Comprehensive Plan since additional access points in the future could add to the accident rate.

**TABLE 7. ACCIDENT RATES**

ROUTES	TOTAL ACCIDENT RATE	STATEWIDE RATE	INJURY ACCIDENT RATE	STATEWIDE RATE
MD14	76.1	151.5	19.0	80.3
MD16	141.9	151.5	43.7	80.3
MD392	158.8	151.5	105.9	80.3

Source: MDOT-State Highway Administration, June, 1995 5)

**Other Transportation Systems.** Other transportation systems are a public transit system known as DDUST (Dorchester Developmental Unit Specialized Transportation, Inc.). It provides deviated fixed route and demand response transportation services to the general public, the elderly, and to persons with disabilities who reside in the county. The DDUST service in Dorchester County is assisted by a combination of Federal, State and local funding. The local share in 1995 was 17 percent.

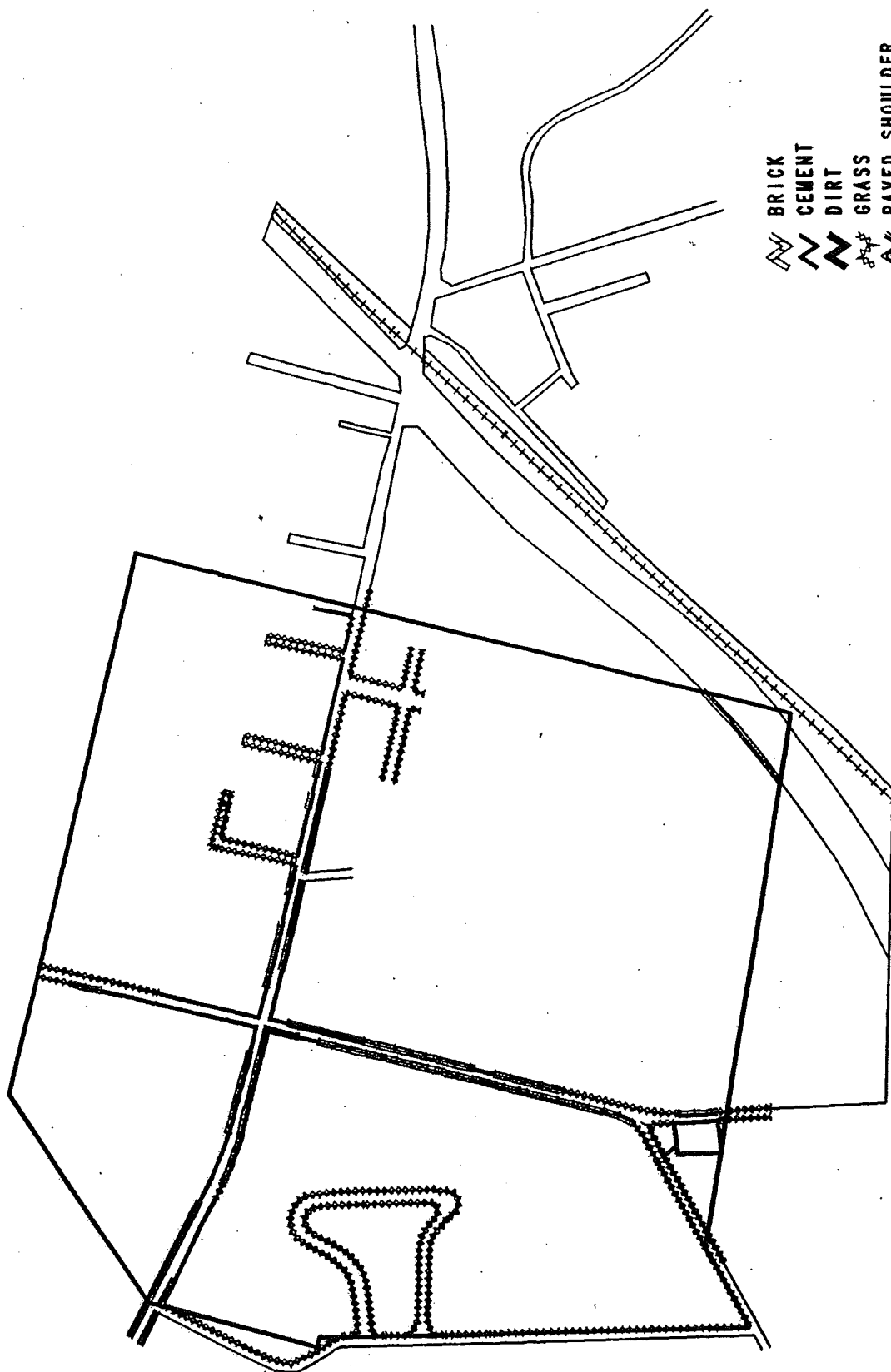
There is a freight rail line serving the North Dorchester area which passes through the Town limits at its southeastern boundary line. It is owned by the State of Maryland and leased to the Maryland Delaware Railroad - a private entity. Although this line enjoys fairly high usage, commercial enterprises in the

Town do not use the rail line. At this time there is a low potential for businesses to use the rail line.

The County seat - Cambridge - located eight miles west of East New Market has the County's only airstrip, the Cambridge-Dorchester Airport. Cambridge also has the closest public transit system - The Carolina Trailways Trailways Bus Company.

**6) Parking.** As identified in the Land Use element, parking in the Town is a major problem. Because commercial enterprises lack sufficient parking, patrons often park on the sidewalks which line the downtown area. Although a physical expansion of the central business district is not expected, the maximum utilization of the existing business community will only serve to increase the demand for parking.

# TOWN OF EAST NEW MARKET: DORCHESTER COUNTY 1997 EXISTING STREET NETWORK; EXISTING SIDEWALKS



BRICK  
 CEMENT  
 DIRT  
 GRASS  
 PAVED SHOULDER  
 CORPORATE LIMIT  
 Scale: 1 inch = 600 feet



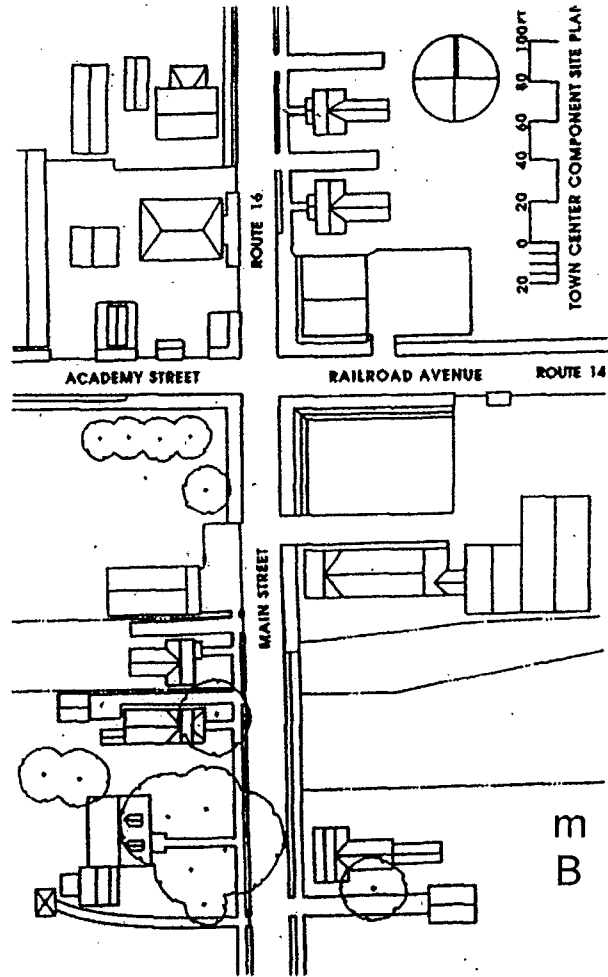
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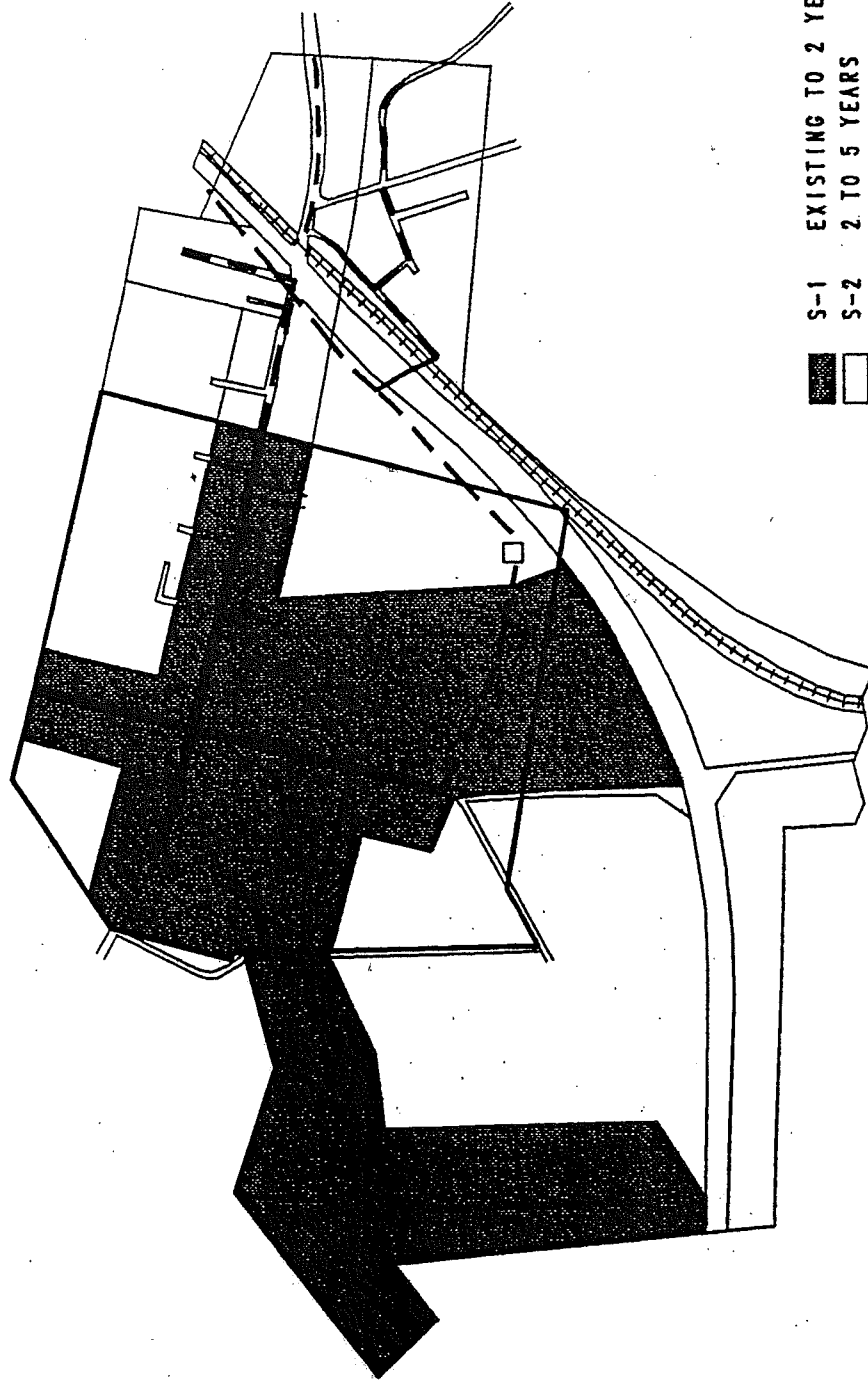


7) **Sidewalks.** Sidewalks play an important role in the Town's transportation system. They provide access to the downtown area for pedestrian traffic. The two main roads in Town are lined with sidewalks, mostly of brick dating from the late 19th and early 20th century. Approximately 1/3 of the Town has brick sidewalks along the fronts of the homes. Most of these are in need of repair. Since it is cheaper and easier to maintain cement or asphalt paving, more and more brick sidewalks are disappearing. Even cheaper are no sidewalks at all and leaving the area in grass, but in many locations these grass strips have dirt paths worn where a sidewalk would normally be located. The variety of existing sidewalks in East New Market detract from the beauty of the historic homes. See map #4. Only the west side of Main St., south of Johnny's has a continuous strip of brick sidewalks. The lack of off-street parking is another reason for the removal of brick sidewalks. Because of inadequate parking, patrons often park on the sidewalks in the Downtown area.

**Illustration 2:** Town Center Component Site Plan




# TOWN OF EAST NEW MARKET: DORCHESTER COUNTY SEWER SERVICE AREA



- S-1 EXISTING TO 2 YEARS
- S-2 2 TO 5 YEARS
- FORCE MAIN - EXISTING
- FORCE MAIN - PROPOSED
- CORPORATE LIMIT
- PUMP STATION

Scale: 1 inch = 1000 feet



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## COMMUNITY FACILITIES

The range of community facilities is directed towards supporting the basic needs of the citizens of East New Market. Those services necessary to promote the health and safety of the citizenry include clean water, adequate sewage disposal and proper street lighting. There also exists a number of facilities or services which improve community life and compliment the Town's basic services. Private development tends to follow the location and quantity of public services, thus community facilities planning should be coordinated with economic development, housing, transportation, open space, and land use objectives. The following describes the services provided by or in the Town of East New Market.

1) **Sewage System.** The provision of sewer services can be used as a tool to shape and control growth, rather than simply to respond to it. East New Market constructed its first sanitary sewer system in 1939. Originally, a 8,200 foot 8-inch gravity sewer collection system was developed. A 35,000 gallon per day capacity treatment system consisting of an Imhoff tank provided primary treatment and sludge drying beds. Later a chlorine building was added where the effluent from the Imhoff tank was chlorinated prior to being discharged into a tributary of the Warwick River. See Map 5 on page 17.

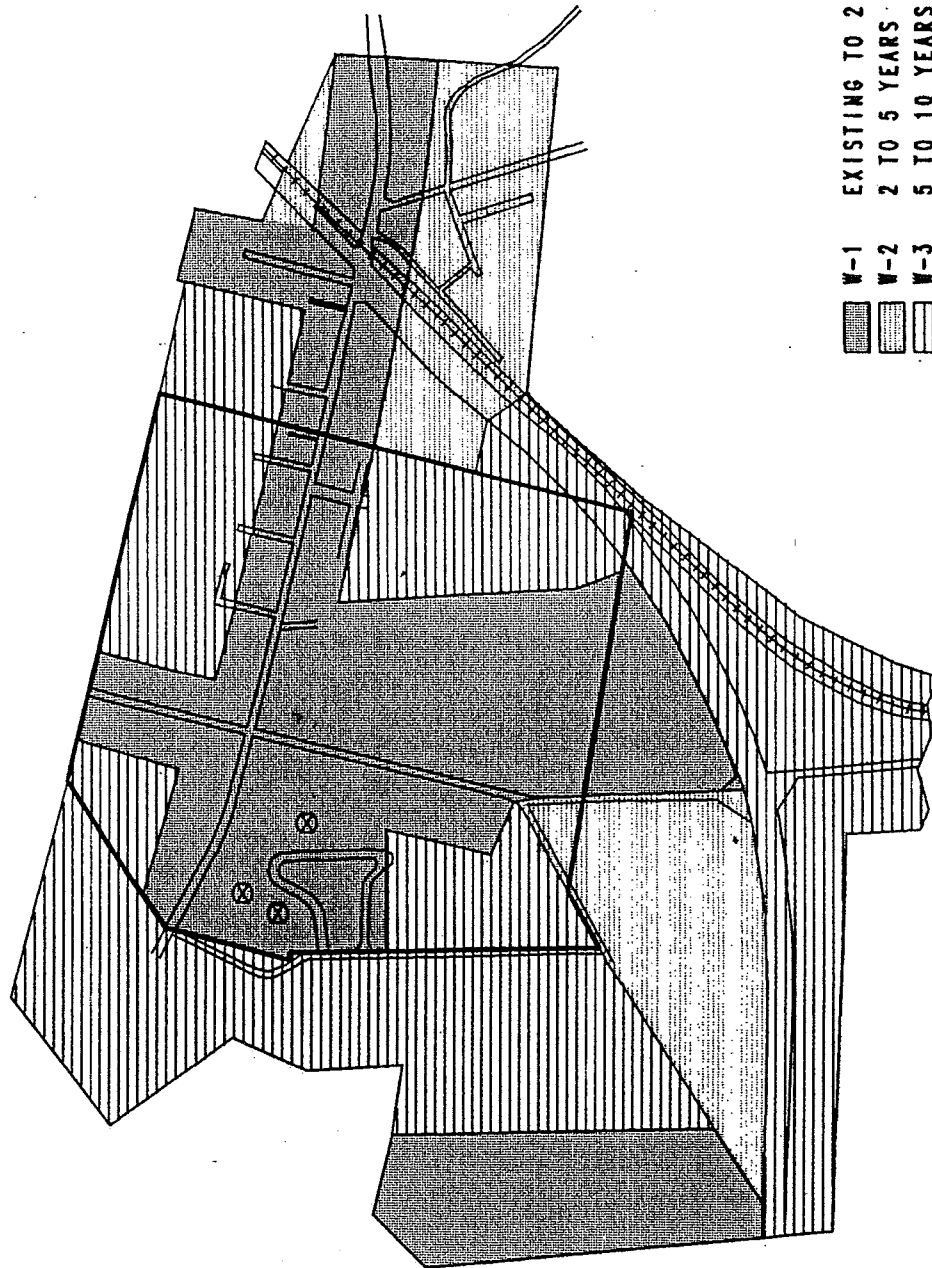
Funding of a 1975 Sewerage Facilities Plan by the federal EPA was the determining factor for East New Market to abandon its wastewater

treatment facility and pump its sewage to a facility owned by the Town of Secretary. By 1981 a new system of aerated oxidation ponds, chlorination, dechlorination and aeration system was completed at the Twin Cities Treatment Plant. A new duplex pumping station was also installed to pump sewage through a 6" line along the South Branch of the Warwick River and MD Route 14. Currently the towns of Secretary and East New Market share the Twin Cities Treatment Plant and its cost of operation and maintenance. The plant is located on Green Point Road outside the town limits of Secretary.

Within East New Market, repairs to the collection lines were completed late in 1985 and the beginning of 1986. Most of this work was under Main Street and toward the outflow pipe heading to the treatment plant. Late in 1986, the collections lines along Railroad Avenue were repaired.

The East New Market system is presently servicing Heritage Mobile Home Park on South Main Street, south of Town. The system consists of 79 units with a gravity connection sewer. Today, the Town has worked with Secretary to solve their common problem of adequate sewage disposal. The new plant near Secretary has a capacity of 281,000 g.p.d. which the Towns share equally. Map 5 has a directional flow from east to west, toward Secretary.

# TOWN OF EAST NEW MARKET: DORCHESTER COUNTY WATER SERVICE AREA



- W-1 EXISTING TO 2 YEARS
- W-2 2 TO 5 YEARS
- W-3 5 TO 10 YEARS
- CORPORATE LIMIT
- WELL & PUMP
- STORAGE TANK

Scale: 1 inch = 1000 feet



PREPARED BY THE MARYLAND OFFICE OF PLANNING  
LOCAL PLANNING ASSISTANCE & PLANNING DATA SERVICES

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These data, obtained through readings at the pumping station will be further refined upon completion of a construction contract to replace and rehabilitate the sewer collection system. Services will also be extended to the small community of Depot. Located east of the corporate limits of East New Market, Depot has been noted for wide spread septic tank Mures. Following many years of applications for federal and State funding, most of the dwelling units in the area will be served by the Town in the near future. Construction was completed in 2001 and is using approximately 50,000 g.p.d.

**2) Water.** The Town of East New Market obtains its public water from a well in the Piney Point aquifer. This well is ten inches wide and drilled to a depth of 522 feet. Drilled in 1978, the current demand for water is about 35,000 g.p.d. The former well drilled in 1916 is still utilized for emergency purposes only. Both wells provide good drinking quality. The Town is served by a 100,000 gallon water tank with an overflow elevation of 148 feet. This tank replaces the 25,000 gallon tank erected in 1915. Currently, the residents of the Town use about 35,000 gallons a day.

The new well has the capacity to pump 18,000 gallons per hour or 374,400 gallons per day. This does not account for peak flow demands or additional pressure necessary for fire fight- See Map 6 on page 19.

The Town updates the rehabilitation and replacement of the water distribution system and fire hydrants from time to time to protect the quality of its drinking water and to improve fire protection. Water services were extended to the nearby community of Depot which now depends on individual shallow wells.

**3) Lights.** The Town provides lighting along most streets. A significant portion of the Town's budget is dedicated to paying for this lighting.

**4) Solid Waste.** Commonly called garbage, solid waste collection is provided by a private disposal company at the Town's expense. Waste is hauled to the County Sanitary Landfill at Beulah, located north along MD Rt. 16.

**5) Parks and Recreation.** Currently, recreational facilities are limited in the Town. The old school grounds (4.0 acres) contains a baseball diamond used for little league and two tennis courts. The County Parks and Recreation Department is currently developing plans to add shelters and renovate the site. In the summer time concessions have been setup during little league play. There is a small, privately owned park on the corner of Academy and Main Street. Contained within the park is an historic monument of the Town and a bench.

Bicycling is a popular sport within the small towns in Dorchester County. One route along Maryland Route 392 connects East New Market with Hurlock (4.4 miles long). The

ten foot wide paved shoulders of the road make for a pleasant ride. A side trip along Maryland Route 14 to Secretary (1.6 miles) and a trip on Maryland Route 307 to Federalburg connects to Hurlock (6.0 miles).

**6) Banks.** The Farm Credit ACA (Chesapeake Farm Credit), located on Railroad Avenue, provides financial non-subsidized loans assistance to farmers agri-businesses and rural homeowners.

**7) Medical Facilities.** There are no medical facilities currently operation in East New Market. The closest facility is the North Dorchester Medical Center located in Hurlock. The closest hospital is in Cambridge, about 8 miles west of the Town. At one time a nursing home was operating on Main Street but has since closed down.

**8) Town Property.** The Town owns the old school property, the Town Hall, the parking lot adjacent to Tolley's Market, and the water and sewage system.

**9) Post Office.** The Post Office located on Railroad Avenue serves the Town's people on a daily basis. No direct delivery is provided.

**10) Clubs & Organizations.** There are a number of clubs and organizations in Town. Among these are the Boy Scouts, Cub Scouts and East New Market Heritage Foundation.

**11) Volunteer Fire Company.** The East New Market Volunteer Fire Department, with an approximate membership of 35, is equipped with three pieces of apparatus: one pumper; one pumper tanker combination; and one brush truck as well asw other equipment. With ladders, ft has the capability to handle fires in 2<sup>1</sup>/<sub>4</sub> story buildings. The water system will provides an ample supply of water. The Secretary Volunteer Fire Company is only one mile away to assist in any emergency and also to provide ambulance service.

## **NATURAL RESOURCES**

**1) Wildlife.** There are no known unique plant or animal communities in the area according to the Maryland Natural Heritage Program. The area is known (locally) to be inhabited by wildlife that normaUy accept rural to semi-rural types of environment as their habitat. However, none of the locally known species are listed on the Federal or State threatened or endangered plants and animals identification list.

**2) Wetlands.** According to the wetland map established by the Secretary of the Department of Natural Resources, there are no wetlands within the town limits of East New Market. Also, there is no land area within the 100 year tidal floodplain, as identified by the National Flood Insurance Program (NFIP).

**3) Soils.** The soils in the Town of East New Market consist of (with approximate percentages) Fallsington (10%), Woodstown (40%), and Sassafras (50%). These soils are conducive to both agricultural and development purposes, but require considerable amounts of moisture to be productive. Topography ranges from no slope to 5% slope. These soils are described in the Dorchester County Soil Survey (1963) as:

Fallsington - Low-lying uplands and depressions, nearly level, poorly drained, moderate permeability. It's a very dark grayish brown and gray sandy loam surface layer in a depth of 7 to 12 inches. Below this a gray to light gray sandy clay loam of 18 to 30 inches thick with light yellowish brown and yellowish brown mottles. Under this a light gray stratified sand and loamy sand substratum down to 60 inches with yellowish brown mottles exists.

Woodstown - A moderately well drained soil of uplands developed in deposits of unconsolidated sand, silt, and clay. The Woodstown contains the same kind of material as the well drained Sassafras soils and the less well drained Fallsington soils. A light yellowish-brown, sandy loam is about 9 inches thick. A light yellowish-brown light sandy clay loam extends to a depth of 16 inches. Under this another light sandy clay loam with more blocky structure with sticky and slightly plastic silt and clay extends to 30 inches. Below this layer the soil turns brownish-gray and strong brown, more acid and gravelly.

Sassafras - A deep well drained medium textured soil of uplands. Characterized by a dark grayish-brown to olive brown sandy loam is fine and nonplastic to 11 inches. In this county the Sassafras soils are among the most productive crop soils. From 11 to 22 inches the soil is light yellowish-brown is a medium weak sandy clay loam with a slightly sticky consistency. Below this layer soils are a strong brown color with medium blocky structure with patchy clay films to about 48 inches.

## CHAPTER II:

# THE COMPREHENSIVE PLAN

### GOALS ELEMENT

*Introduction.* Maryland's 1992 Planning Act requires that seven *Visions* be included in, and implemented through, our Comprehensive Plan. Based on the public participation process, we adopt the following basic components for achieving the goals of the Planning Act: 1) An overall *Community Vision for the Future*, and 2) An articulation of seven growth management *Visions*. The philosophy of the Plan is to use these visions as "umbrella" goals, from which more detailed objectives, policies, and land use recommendations are developed.

*A Community Vision for the Future.* As a means of crystallizing the Plan's essence and direction, the following overall *Vision* is established for our community:

East New Market will thrive as a sustainable, growing rural community with a rich historical heritage that provides a cherished quality of life for all residents and a model for others to follow.

We will achieve this Vision by protecting and promoting:

- Our historical heritage which uniquely defines our community;
- The diversity and well-being of our resource-dependent businesses;
- The inclusiveness of our housing and job '9 opportunities; and
- The small-town village character and pedestrian scale of our neighborhoods.

*The Seven Visions: Goals for the Town of East New Market.* The following seven *Vision* statements are based on the 1992 Planning Act and are incorporated in this Comprehensive Plan as fundamental goals which we will achieve through a variety of objectives, policies, principles, recommendations, and implementation techniques.

(1) The Town will concentrate development in suitable areas. Further, the Town will coordinate its planning activities with the County to establish a mutually agreed-upon Urban-Rural Demarcation Boundary (U-RDB) that encompasses lands suitable for both municipal and County growth.

(2) The Town will protect its sensitive areas from the adverse effects of development and the improper management of resource lands. The U-RDB will avoid sensitive areas, or protect them as public open space or with innovative and flexible development regulations.

(3) The Town will work cooperatively with the County to encourage it to protect rural



resources beyond the U-RDB which affect the environment, setting, character, and economies of the Town.

(4) The Town will promote stewardship of the Chesapeake Bay and the land and will encourage a universal stewardship ethic that guides actions of both the public and private sectors. Stewardship principles will also guide preparation of land use regulations and capital programs, and be promoted through incentives and community volunteerism.

(5) The Town will conserve its land, water, and other valuable resources through programs and policies that will reduce resource consumption by both the public and private sectors. The Town will promote efficient and pedestrian-oriented patterns (a sidewalk system) of land use, energy-saving measures for residences and businesses, and recycling.

(6) In order to achieve *Visions One* through *Five*, above, the Town will encourage economic growth through the policies and recommendations of the Plan, and will practice regulatory innovation, flexibility, and streamlining. Specific economic development and revitalization strategies for designated parts of Town will be developed, consistent with the Plan.

(7) The Town will address funding mechanisms to achieve the preceding *Visions*. The Town budget, capital improvement program, tax structure, and fees will be reviewed and revised where needed to ensure implementation of the Plan and to promote the community's *Vision* for the future. The Town will

pursue appropriate State and federal grants, forge grant partnerships with the County in areas of mutual interest, review Town capital projects to ensure consistency with the Plan, and encourage State and County capital projects that support the Plan.

*Planning Objectives and Policies for East New Market*

**1) Land Use Objective:** Land use in East New Market will be managed to maintain and improve the historic community character and quality of life for all residents.

*Land Use Policies*

- The Comprehensive Land Use Plan (page 35) represents East New Market's official policy for land use, development, and growth; shall be the basis for the Town's Comprehensive Zoning Map and other implementation tools; and shall guide interjurisdictional coordination activities with the County, particularly with respect to implementing the U-RDB.

- Development shall avoid designated Sensitive Areas and employ best management practices to minimize adverse impacts on water quality. Use of resource lands including agriculture, forestry, borrow pits, and mining shall employ best management practices to minimize adverse impacts to water quality and habitat.

- Approvals of subdivision of land, rezoning, special exceptions, variances, and capital expenditures shall be consistent with the Land Use Plan.

- Water and sewer service, transportation, and other community facilities will support the land use pattern indicated on the Land Use Plan.

- The timing and pace of new development will be managed to be compatible with the Town's ability to provide public services.

- East New Market shall encourage and support County policies that channel appropriate types, scales, and mixtures of growth to the Town and within the U-RDB.

- The Town shall give priority to neighborhood, business, and commercial projects that have a reasonable expectation of being a catalyst for revitalization in designated areas of the Town.

- The Town shall establish agreements with the County regarding the phasing and funding of growth and infrastructure investments in the vicinity of the Town, consistent with the Land Use Plan and the U-RDB.

- The Town shall discourage inefficient use of land planned for development within the U-RDB and shall encourage the County to prevent sprawl residential development and resource-consuming patterns of growth within and beyond the U-RDB.

- The Town shall coordinate with and encourage the County to locate schools, other community facilities, and community services within the U-RDB.

Development Objective: To maintain cost efficiencies in delivering services to citizens and to minimize the need for future tax increases, new development and growth within the municipal portion of the U-RDB will be directed to areas with existing or funded infrastructure.

#### *Development Policies*

- The Town will encourage and facilitate development in existing water and sewer service areas and on vacant and under utilized parcels through regulatory innovation, flexibility, and streamlining.

- Redevelopment and re-use of vacant buildings will be encouraged and facilitated.

- New development and economic growth will be directed to lands served by or programmed for water and sewer service and away from sensitive areas.

- New development shall be compatible with the character of the Town. New development abutting existing neighborhoods shall provide continuity for vehicular and pedestrian movement.

- Development of appropriately-scaled and compatible mixed uses shall be encouraged to reduce dependence on automobile travel and the need for road expansion and new parking lots.

- Adopt and use the "Guidelines for Viewscope Protection and New Development" produced by the Maryland Historical Trust, 1992.

- Policies should take place in the context of the County Comprehensive Plan which designates the land surrounding East New Market as a growth area,

- The Town will encourage the County to protect sensitive areas and rural resources beyond the U-KDB. Of primary importance is protection of farm land surrounding the entire town, especially at the entrance corridors.

- The Town will encourage the County to protect rural character, support agriculture, and minimize forest loss beyond the U-RDB.

- The Town shall not extend public facilities or provide services beyond the confines of the U-RDB.

- The Town shall establish a maximum lot size in certain zoning districts to prevent inefficient use of land and public infrastructure investment, consistent with the Town's physical character.

- New community facilities such as schools, parks, and libraries, will be located within or immediately adjacent to residential areas of the Town so that citizens may easily walk to facilities.

- Through coordination and attendance at public workshops and proceedings, the Town shall participate in land use and transportation planning and decision-making of the County in order to further the policies of the Comprehensive Plan, including adherence to the U-RDB. Participation shall include review of proposed plans and ordinances; development projects

which are adjacent to or near Town borders; and proposals beyond the U-RDB that have reasonable potential to adversely or positively affect the environment, rural setting, or character of the Town.

**Infrastructure Objective:** The location, timing, and pace of new development shall be compatible with the Town's ability to secure and program capital funds to maintain and provide sewer, water, transportation, and community services.

*Infrastructure Policies*

- The Town will review its Comprehensive Plan Map (page 32), relevant portions of the County's Water and Sewerage Plan, and existing Town infrastructure to identify areas where community facilities need upgrading, added capacity, or extension. Priorities will be established according to need and recommendations of the Plan, and provided for as feasible in the Town's Capital Improvements Program.

- Subdivision applications and other development requests will be reviewed for adequacy of sewer and water infrastructure. Approvals may be deferred, phased in, or conditioned upon the availability of adequate infrastructure and treatment capacity.

- Residential development proposed on individual septic systems in areas planned for future public sewer, and proposed at lower-than-zoned density, will be encouraged to use a design which provides subsequent opportunity for increased density (i.e., additional development); such as through infill development

and re-subdivision, at such time that public sewer becomes available.

- Subdivision applications and other development approvals will be reviewed for adequacy of streets and roadways. Approvals may be deferred, phased in, or conditioned upon the availability of adequate capacity.
- Vehicular, sidewalks, hiking, and hiking linkages to community facilities within the Town and to major activity centers beyond the Town shall be encouraged in the development review process of development proposals.
- Developer-constructed infrastructure shall meet Town standards and be inspected and approved by the Town.
- Adequate performance bonds shall be a part of subdivision approvals which require new public infrastructure.
- Sewer and water, transportation facilities, and community services under municipal jurisdiction shall be properly maintained by the Town.

**Housing Objective:** The Town will encourage and provide opportunity for development of safe and affordable housing for its residents.

#### *Housing Policies*

- At a minimum, the Town will strive to provide its "fair share" of affordable housing opportunities within the region.
- Housing affordability will be promoted by

flexible zoning, such as mixed use zoning and planned unit development options; zoning incentives, such as bonus density for providing housing in a certain price range; and by facilitating creation of accessory housing in certain neighborhoods.

- Historic qualities will be developed into the design appearances of housing to maintain the property value of the existing historic homes.

**Economic Development Objective:** The Town will encourage retention of existing businesses, promote location of certain new businesses in Town, provide for traditional neighborhood businesses, and encourage business and commercial revitalization.

#### *Economic Development Policies*

- Regulations will be streamlined and flexible to encourage economic growth projects in Town.
- Businesses which support the Town's resource-dependent economies, shall be encouraged to remain in or move to the Town through regulatory flexibility, incentives, and promotional efforts.
- Traditional business activities that support residential areas shall be encouraged as part of the Town's redevelopment efforts in designated neighborhoods of the Town. Low impact businesses, such as catalogue sales, computer firms, and other forms of "home-based" businesses shall be encouraged through revised zoning.

**Municipal Expansion Objective:** The Town shall grow in accordance with the adopted Comprehensive Plan, particularly with regard to plans for municipal annexation and implementation of the U-RDB.

*Municipal Expansion Policies*

- The Land Use Plan Map and the U-RDB shall guide the timing, location, and general land uses for annexed properties. Lands within the U-RDB but not within the area planned for municipal growth, shall not generally be eligible for annexation to the Town in keeping with the Town-County Growth Management Agreement, and consistent with the Comprehensive Plan.

- Land considered for annexation shall be adjacent to existing developed areas and within the U-RDB.

- Land to be annexed by the Town shall be developed at a density, scale, and character that is compatible with the Town.

- The Town shall encourage the County's Plan to designate certain lands within the U-RDB as suitable for municipal land uses so as to avoid the need for County "waivers" under the State annexation statute. Alternatively, the Town shall encourage the County to grant "waivers in advance" for those lands within the U-RDB shown in the Town Plan as suitable for annexation.

**Community Character Objective:** The Town's physical, natural, and socio-economic

characteristics which contribute to the quality of life that residents value shall be protected and enhanced.

*Community Character Policies*

- The Town shall retain, and shall encourage the County to retain, a clear and well-defined edge where growth and development in and around the Town ends, and rural areas begin. This "edge effect" shall adhere to the U-RDB.

- Transportation projects shall be evaluated for impacts on focal street traffic and on existing and planned land uses. Transportation projects shall not physically divide or otherwise adversely affect established residential and commercial neighborhoods.

- Strip commercial development (that type which is car-related and placed side-by-side) shall be avoided.

- Large residential and commercial lots (> 1 acre) shall be discouraged.

- Yard setbacks, bulk standards, built size, and height restrictions that retain and reflect historical development patterns or promote desirable community character shall be established.

- Site designs that retain or create a pedestrian-friendly community shall be encouraged and facilitated.

- All redevelopment and new development shall retain the pattern, scale, and character of the surrounding neighborhood.

- Cul-de-sacs will be avoided, except where they are the only feasible means to prevent disturbance of sensitive areas.
- Street trees and trees in public open spaces shall be retained. Landowners shall be encouraged to plant additional trees on their property.
- The scale, character, number, and location of signs shall be in conformance with the Town's historical character.
- The review of development proposals will place priority on protection of historic and culturally significant buildings, monuments, and spaces which contribute to the character of the Town.
- The Town shall retain and acquire adequate public open space to enhance the Town's character and quality of life.
- Town boundaries and gateways, as identified on the Plan Map, will be enhanced.
- Connections to the rural landscape will be maintained by encouraging protection of farm and forest land outside the County-Town growth boundary.
- Within the Urban-Rural Demarcation Boundary (U-RDB) and Historic Preservation Districts, new construction shall be architecturally compatible with existing structures so that the character of these areas can be maintained.

**Transportation Objective:** The safe and efficient movement of people and goods throughout Town shall be maintained and enhanced. To maintain and enhance a transportation system that particular emphasis shall be given to facilitating pedestrian travel and other alternatives to the automobile.

*Transportation Policies*

- The transportation system plan shall address all applicable modes and shall consider the land use and transportation plans for adjacent areas outside of Town.
- Discourage or prohibit heavy truck traffic through the Town while pursuing with the County and the MOOT a future 2 lane Town bypass.
- New streets and brick sidewalks shall be designed for uniformity to fit in with the character of the existing neighborhoods and shall facilitate circulation within the community.
- Where lacking, existing streets shall be improved with walkways to better accommodate pedestrian and bicycle movement.
- Where feasible, new development shall include brick sidewalks or trails that provide linkages to existing path systems in Town, and conduits to nearby public buildings, commercial neighborhoods, and open space.
- Both public and private development shall incorporate accessibility and safety for pedestrians and the disabled, and shall include, whenever possible, benches and other pedes-

trian amenities at strategic locations.

- The Town encourages improved intra-county and region-wide transit service through State & county programs.
- To promote pedestrian travel and reduce automobile trips, community facilities shall be incorporated into or adjacent to residential areas. Appropriately scaled neighborhood commercial uses shall also be incorporated into or adjacent to residential areas.
- Parking lots shall be established on vacant lands where possible to promote tourism, eliminate on-street parking, and provide for all new developments which are vehicle dependant. Creative solutions are needed.

**Sensitive Areas Objective:** To protect and enhance the Town's air and water quality, important habitats, and other natural features that contribute to the Town's quality of life.

#### *Sensitive Area Policies*

The Town does not have any of the four types of "sensitive areas" defined by the 1992 Planning Act. Specific policies would be added to the Plan in the event that such areas become part of the Town; for example, as a result of annexation of land or new discovery of such areas within Town.

- The Comprehensive Plan designates land with any of the following features as "sensitive areas:"

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1. The Town's well-field and a 100 foot buffer around the well.
2. Productive farmland and valuable soils that produce high annual yields.

#### 3. *Greenways Rail Trail* of the Maryland/Delaware Railroad corridor.

- Development will be compatible with sensitive areas. Development regulations including yard setbacks, lot coverage, and height will be revised to provide flexibility for avoiding development in sensitive areas.
- Flexibility in lot size standards will be permitted for developers to protect sensitive areas.
- Review of site plans for proposed development will ensure that all reasonable measures are taken to protect sensitive areas both during and after development.
- Project and permit review and approval for development located away from sensitive areas in the U-RDB will be streamlined.
- When it is not possible for development to avoid sensitive areas, [such as road crossings over stream corridors,] developers will use development techniques that minimize impacts and shall otherwise mitigate adverse impacts.

#### **Interjurisdictional Coordination Objective:**

To ensure that the County and State governments are aware and supportive of the Town's Comprehensive Plan, particularly with regard to County and State land use plans, capital

projects, funds, permits, and technical assistance.

#### *Coordination Policies*

- When the Town Plan is revised in the future, the process shall include meetings with relevant Town of Secretary, Dorchester County and State officials.
- The Town shall continue to work with the County to maintain the U-RDB and to accomplish strategic planning with regard to annexation potential.
- The Town shall provide notices to the County of proposed actions within the Town and U-RDB which may be of interest to the County. The Town shall work with the County to arrange reciprocal notification of nearby proposals that may be of interest to the Town.
- The Town Planning Commission shall review and comment on proposed land use activities near the Town that have potential to affect the Town.
- The Town shall arrange periodic meetings with County and State officials on matters needing special attention, i.e., transportation, water and sewer, or other concerns.

**Implementation Objective:** To prepare and apply regulations, incentive programs, and coordination mechanisms that will bring the visions, goals, policies, and land use recommendations of the Comprehensive Plan to fruition.

#### *Implementation Policies*

- The Town shall revise zoning and other regulations to facilitate Plan implementation.
- Regulatory flexibility and project innovations will be accomplished, in part, by revising prescriptive zoning and other regulations to be more descriptive of desired outcomes.
- Permit streamlining will be accomplished by working with State agencies to "certify" consistency of Town projects as part of formal State applications, by adopting the "street tree" option under the Forest Conservation Act, and by studying the feasibility of "wetlands mitigation" banking and other types of land banking.
- All implementation regulations, programs, and projects shall be consistent with the Comprehensive Plan.
- The Town shall adopt "benchmarks" related to the Town's physical, economic, social, and environmental condition, as well as annual "goal measures" for each benchmark. This will permit the Plan to be evaluated over time to determine whether it is being successfully implemented.
- The Planning Commission shall prepare an "Annual Report" which summarizes planning, zoning, subdivision, site plan, project review, and Board of Appeals activities; assesses progress in meeting the visions of the Plan; assesses Town benchmarks; summarizes County and State actions affecting the Town; and makes recommendations to the Mayor and



Commissioners for strengthening growth management and resource protection in the Town. This "Annual Report" shall be sent to the Mayor, Town Commissioners and to the Maryland Office of Planning.

## **LAND USE PLAN ELEMENT**

The purpose of the land use element serves as a guide to decisions by the East New Market Planning Commission and the Town Commissioner's over private development proposals and the location of public facilities. This element lays the foundation for future zoning and subdivision regulations which put the land use plan into action.

These regulations are shown on the Comprehensive Land Use Plan Map (See page 32). The land use policy map is a visual presentation of the written goals, objectives and policies. The map shows the generalized existing development of the town and the desired future development.

The Town of East New Market is a living place - a place to make a home and a place to raise a family, or to retire. A major objective in planning for the town's physical development is to fulfill its potential as a living place. Facing the potentials for growth and change while conserving the physical qualities which attracted many persons to the town is an accompanying responsibility.

**RECOMMENDATIONS:**

- Allow for residential development on vacant parcels within and adjacent to the town inside the U-RDB similar in character and density to that which currently exists.
- Encourage residential development adjacent to existing historic neighborhoods which maintains architectural compatibility and preserves existing community character.
- Conversions of residential structures which increase density or intensity must: 1) be compatible with existing development, 2) have adequate public facilities and 3) preserve East New Market's small town atmosphere.
- Allow for home occupations in residential development with certain performance standards applied.
- Encourage new affordable residential development by offering incentives where infrastructure is in place, immediately adjacent to or provided by the developer.
- Allow and promote continuance and maximum utilization of the downtown areas as the center of commercial trade. Expand and concentrate new commercial areas at MD 14 & MD 392 intersection and the northeast corner of MD 16 & MD 392. Promote industrial areas adjacent to the railroad line south of MD 392, east of Linkwood Rd.
- Allow higher density residential development adjacent to the commercial areas where infrastructure is in place.
- Promote neighborhood stores which provide specialized services in commercial areas.
- Allow limited residential uses in commercial areas via "mixed use" zoning for the benefit of property owners, businesses, and employees.
- Maintain and encourage commercial and industrial development that is compatible with an historic community and that promotes the tourism economy.
- Encourage and promote a regional recreation area west of Creamery Road to serve the needs for our younger population (pre-school to teenager). Develop an after-school and weekend program for our youth.
- Rehabilitate the old East New Market school into a service domicile and activity center for senior citizens.
- Promote a new public center for the town offices and its operations.

## **TRANSPORTATION ELEMENT**

A Transportation network ties a community together and links it with the Land Use Plan to the outside world. Local streets and roads provide access to homes, shopping, and places of work. Economic growth is enhanced by the historic cross-road pattern of the roads through East New Market. Likewise the Town's sidewalks link together the community.

### ***PARKING***

All of the parking of vehicles in East New Market are off-street. Parking is not allowed on the sidewalks, especially the original brick sidewalks. Sufficient land and space is available for additional parking within a few hundred feet of any location in Town. Providing new parking spaces will facilitate circulation within the Town for residents and visitors.

### ***NEW TRANSPORTATION LINKS AND ACCESS POINTS***

A bypass for MD 16 on the west side of the Town is warranted by higher than average percent of trucks using MD 16. The future road would divert through traffic around the Town, instead of driving past the historical homes on Main Street. Trucks heavy with solid waste could avoid Main St., which is controlled by a speed limit of 25 mph. and a traffic signal at Railroad Ave.

### ***RECOMMENDATIONS***

- A new limited access roadway to provide a new link (2 lane bypass) from MD 16 south of Town to MD 392 east of Town.

- Controls of access, are recommended to provide a higher level of safety and higher speeds along the bypass.

- Access at Sugar Drive extended is one new planned access point between MD 16, south of Town and MD 14, west of Town. Additional access should be studied, but limited in number to provide good capacity on the bypass.

- North of MD 14 an additional point of access is suggested to open up vacant parcels between MD 14 and MD 16 north of Town.

- North of Railroad Ave. (MD 14) several parcels are nearly landlocked. Three narrow roads provide access off of Railroad Avenue. By connecting these streets as one-way roads to future development via Lecki Rd., Cleveland Rd., & Bramble Rd. the land can be opened up for development.

- Maintain the existing grid system of roads within the Town. All future roads should parallel MD 14 & 16. No roads should be developed that create Cul-de-sacs or dead-ends.

- Provide connecting through streets to reduce developer and owner costs, and improved access by police, fire and emergency vehicles.

## **RECOMMENDED STANDARDS**

- A future MD 16 bypass should be a two lane, two-way roadway with shoulders in a open section.
- A cross-section with two 12' lanes and two 10' shoulders is shown below. A total of 44" of right-of-way may be necessary to allow the greatest amount of safety, and allow for pedestrian and bicycle trips on the shoulder.

**Illustration 3:** Typical 2-lane highway

-8-10-

Typical 2-lane highway

## **COMMUNITY FACILITIES ELEMENT**

Community facilities are buildings, lands and services which serve the public. Examples of community facilities in East New Market include the old school property, the little league baseball park, fire department, and town hall building. Other public facilities comprise the essential skeleton for servicing the community — water, sewer, power distribution, communication and transportation. The planning commission does not have decision making power over some community resources, such as the county police and the volunteer fire department. The Town Council control allocation of Town revenues among different public facilities and personnel.

The need for community facilities depends on many factors, including the size of the planning area; population numbers, density, and expected

growth. In addition many families and businesses look to the availability of these facilities as an important factor in deciding where to locate. Because private development tends to follow the location of quality of public services, advance planning of community facilities should be coordinated with economic development, housing, transportation, open space, and

land use objectives. Such an effort will help to determine community facility needs now and in the future.

**RECOMMENDATIONS:**

- Continue the provision of community facilities, acting in consonance with the recommendations of the Plan.
- Provide a means to raise additional funds for capital projects that are able to keep pace with development, possibly through impact fees.
- Promote economic growth and regulatory streamlining by providing a clear and dependable schedule of capital investment and facility capacity.
- Increase and expand public services when the public demand for such services is evident. Such increases shall occur only when the Town's budget allows it. Closely coordinate the provision of services with location and timing of new development.
- Pool resources with the Town of Secretary through interjurisdictional coordination, when feasible in providing public services.
- Explore alternative funding sources, such as Federal, State and County grants or loans to provide additional community facilities.

## **SENSITIVE AREAS AS ELEMENT**

The need to protect environmentally sensitive areas is based on the concept that these resources are vital to the well being of our community. Destruction or drastic alteration of these areas can be detrimental to the social and economic welfare of a community by creating hazards such as flooding; destroying important public resources such as groundwater supplies and water quality of streams and rivers; wasting important productive lands and resources; and destroying the natural beauty that attracts tourists and new businesses to our Town.

The Economic Growth, Resource Protection, and Planning Act of 1992 requires that our comprehensive plan address protection of the following four sensitive areas: 1) streams and their buffers; 2) 100-year flood plain; 3) habitats of threatened and endangered species; and 4) steep slopes. None of these apply to East New Market.

The Maryland/Delaware Railroad as a *Greenways Rail Trail* is an important transportation link between Seaford, Delaware and Cambridge, Maryland, its preservation is paramount. Through the Maryland Greenways Commission, this railroad line and its right-of-way can be held as an alternative use corridor

for recreational purposes. Until that date when railroad usage becomes viable again, the rail line can be used as part of a multi-user transportation trail network. Uses would consist of cyclists, joggers and hikers.

It is possible, however, that sensitive areas may be discovered in the future, or may be present on future annexation sites. At such time as these areas are identified, goals, objectives, and policies will be prepared for each site.

***RECOMMENDATIONS:***

- Preserve the Maryland/Delaware Railroad as a *Greenways Rail Trail* and its linkages to Secretary and Hurlock.
- A Street Trees option is suggested for the Town's built environment. All future developments should preserve existing trees whenever feasible, or plant trees indigenous to the region.

## **INTERJURISDICTIONAL COORDINATION ELEMENT**

Interjurisdictional Coordination is defined as the act of establishing periodic means of communication with officials of other political jurisdictions for the purpose of addressing and resolving issues of mutual interest related to the operations, and future physical, economic, and social development of the area. The Comprehensive Plan should be the cornerstone of all coordination and cooperation. The attention and sensitivity with which it is addressed in the Comprehensive Plan will set the tone and reflect the jurisdiction's attitude toward such cooperation.

Interjurisdictional coordination is important and valuable. It can identify potential conflicts and attempt to address them as an integral part of the Comprehensive Plan. In the plan's preparation, each element should be examined for opportunities coordination and cooperation.

### ***RECOMMENDATION & POLICIES***

- 1) Develop a regular meeting schedule for each of East New Market's committees, commissions and its elected officials to provide improved communications.

2) Coordinate regularly with county offices on their plans and programs with proposed developments and subdivisions.

3) Contact county and state offices early in the process for each new annexation.

4) The Town should continue to communicate with State and Federal agencies to improve chances of bringing community-based programs to the Town when appropriate.

5) Coordination with the neighboring Towns of Hurlock, and Secretary and should continue. This can generate positive public involvement, joint project planning, and consensus building.

## CHAPTER III

# PLAN IMPLEMENTATION

Implementation of the Plan requires adoption of local laws, regulations and programs in the form of ordinances, guidelines, administrative policies, and capital programming. The East New Market Comprehensive Plan provides the direction to implement the goals, objectives and policies contained in this plan. The tools listed below provide the mechanism to carry out the Comprehensive Plan.

### DEVELOPMENT MONITORING SYSTEM

Development monitoring system (DMS) is a function of the planning commission. The Commission reviews the effects of proposed development on municipal public facilities and extensions within the U-RDB. The availability of water and sewer capacity, fire protection, innovative techniques, have a direct relationship on development. A DMS recommendation by the planning commission includes the current status of community facilities, requirements of the developer, and benefits of the proposed development are presented to the Town Council for their consideration for approval.

HISTORIC DISTRICT COMMISSION The historic area designation is administered by the East New Market Historic District Commission. Standards on and recommended

improvements to existing and future development for architectural consistency is their responsibility.

INTERJURISDICTIONAL COORDINATION. Periodic communication among officials of political jurisdictions sharing common boundaries, commuting patterns, watersheds, transportation systems, or other characteristics requiring cooperative efforts.

LAND USE. A descriptive term indicating how land is, or should be used. The Land Use Plan recommends future land use by providing the basis for the official zoning map.

PLANNING ACT OF 1992. State legislation that includes seven visions and other requirements to be adopted into every comprehensive plan throughout Maryland by July 1, 1997. Officially titled the Economic Growth, Resource Protections, and Planning Act of 1992. See page 1.

REGULATORY STREAMLINING The act of 1) revising the regulatory process to eliminate overlap and duplication, clarify regulations and procedures, and provide permit guidance, and 2) designing regulations that can facilitate and accommodate the type of development and land use activities recommended in the Land Use Plan.

SUBDIVISION REGULATIONS The local laws that specify standards to be followed in laying out new streets and building lots; that identify required site improvements (e.g., sewers, water mains, street pavements, open

space); and that require conformance with approved plans, plats, permits, and other local, State, and federal requirements.

ZONING ORDINANCE The East New Market Zoning Ordinances are local laws governing land use. They determine the *kind of use*, such as for homes, apartments, or businesses; the *arrangement and scale of buildings* on land through setbacks and height and bulk standards; the *intensity of use*, or the density of living or working population; and the *supporting facilities* required, such as off-street parking, fencing, and sewage disposal. Zoning laws are designed to ensure that land use that conforms to the Town's Comprehensive Plan.



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